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da. Marine and Fisheries,  
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# INTERNATIONAL RULES OF THE ROAD

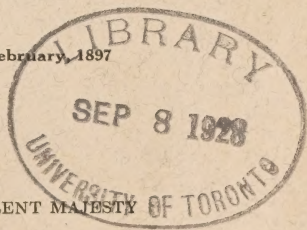
IN FORCE IN ALL NAVIGABLE WATERS WITHIN  
CANADA OR WITHIN THE JURISDICTION OF THE  
PARLIAMENT THEREOF, EXCEPT THE WATERS  
OF LAKES SUPERIOR AND HURON, GEORGIAN  
BAY, LAKES ERIE AND ONTARIO, THEIR  
CONNECTING AND TRIBUTARY  
WATERS, AND THE ST. LAWRENCE  
RIVER AS FAR EAST AS THE  
LOWER EXIT OF THE LA-  
CHINE CANAL AND THE  
VICTORIA BRIDGE AT  
MONTREAL

ISSUED BY THE DEPARTMENT OF MARINE  
AND FISHERIES

*Under the provisions of Part XIV of the Canada Shipping Act,  
chapter 186, Revised Statutes of Canada, 1927*

Adopted by Order in Council of the 9th February, 1897

OTTAWA  
F. A. ACLAND  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1928



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# INTERNATIONAL RULES OF THE ROAD

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## ORDER IN COUNCIL

AT THE GOVERNMENT HOUSE AT OTTAWA,

TUESDAY, the 9th day of February, 1897.

PRESENT:

### HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL

Whereas, by the fourteenth section of the Act intituled "An Act respecting navigation of Canadian Waters," being chapter 79 of the Revised Statutes of Canada, it is enacted, that if Her Majesty, by Order in Council, annuls or modifies any of the regulations for preventing collisions on navigable waters which, by order of Her Majesty in Council of the fourteenth day of August, 1879, were substituted for those theretofore in force for like purposes in the United Kingdom, or makes new regulations in addition thereto, or in substitution therefor, the Governor in Council may from time to time make corresponding changes, as respects Canadian waters, in the regulations contained in the second section of the Act hereinbefore quoted.

And whereas, by an Order of Her Majesty in Council, dated the 27th day of November, 1896, the existing regulations for preventing collisions at sea were annulled, and new regulations submitted therefor:

His Excellency, under the provisions of the fourteenth section of the said Act, chapter 79 of the Revised Statutes, and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the following Rules and Regulations, which are in conformity with the regulations approved by the order of Her Majesty in Council of the 27th of November, 1896, be substituted for the existing second section of the said Act, chapter 79 of the Revised

Statutes; and that the said new Rules and Regulations shall come into operation on and from the first day of July, 1897:

And His Excellency doth further order that the Minister of Marine and Fisheries do bring the provisions of the sections thus amended to the notice of the owners and masters of Canadian vessels.

## REGULATIONS FOR PREVENTING COLLISIONS AND FOR DISTRESS SIGNALS

(2) The following rules with respect to lights, for signals, distress signals, steering and sailing, and rafts, shall apply to all rivers, lakes and other navigable waters within Canada, or within the jurisdiction of the Parliament thereof, that is to say:—

### PRELIMINARY

In the following rules every steam vessel which is under sail and not under steam is to be considered a sailing vessel, and every vessel under steam, whether under sail or not, is to be considered a steam vessel.

The words “steam vessel” shall include any vessel propelled by machinery.

A vessel is “under way” within the meaning of these rules, when she is not at anchor, or made fast to the shore or aground.

### RULES CONCERNING LIGHTS, ETC.

The word “visible” in these rules, when applied to lights, shall mean visible on a dark night with clear atmosphere.

Article 1. The rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

Article 2. A steam vessel when under way shall carry:

(a) On or in front of the foremast, or if a vessel without a foremast, then in the foremast of the vessel, at a height above the hull of not less than 20 feet, and if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such breadth, so, however, that the light need not be carried at a greater height above the hull than 40 feet, a bright white light, so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass, so fixed as to throw the light 10 points on each side of the vessel, viz., from right ahead to 2 points abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles.

(b) On the starboard side a green light, so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.

(c) On the port side, a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.

(d) The said green and red side lights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bow.

(e) A steam vessel when under way may carry an additional white light similar in construction to the light mentioned in subdivision (a). These two lights shall be so placed in line with the keel that one shall be at least 15 feet higher than the other, and in such a position with reference to each other that the lower light shall be forward of the upper one.

The vertical distance between these lights shall be less than the horizontal distance.

Article 3. A steam vessel when towing another vessel shall, in addition to her side-lights, carry two bright white lights in a vertical line one over the other, not less than 6 feet apart, and when towing more than one vessel shall carry an additional bright white light, 6 feet above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel towed, exceeds 600 feet. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light mentioned in article 2 (a), except the additional light, which may be carried at a height of not less than 14 feet above the hull.

Such steam vessel may carry a small white light abaft the funnel or aftermast for the vessel towed to steer by, but such light shall not be visible forward of the beam.

Article 4. (a) A vessel which from any accident is not under command shall carry at the same height as the white light mentioned in article 2 (a), where they can best be seen, and, if a steam vessel, in lieu of that light, two red lights, in a vertical line one over the other, not less than 6 feet apart, and of such a character as to be visible all around the horizon at a distance of at least 2 miles; and shall by day carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, two black balls or shapes each 2 feet in diameter.

(b) A vessel employed in laying or in picking up a telegraph cable shall carry in the same position as the white light mentioned in article 2 (a), and if a steam vessel, in lieu of that light, three lights in a vertical line one over the other, not less than 6 feet apart. The highest, and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all around the horizon, at a distance of at least 2 miles. By



day she shall carry in a vertical line one over the other, not less than 6 feet apart, where they can best be seen, three shapes not less than 2 feet in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white.

(c) The vessel referred to in this article when not making way through the water, shall not carry side-lights, but when making way shall carry them.

(d) The lights and shapes required to be shown by this article are to be taken by other vessels as signals that the vessel showing them is not under command, and cannot therefore get out of the way.

These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in article 31.

Article 5. A sailing vessel under way, and any vessel being towed, shall carry the same lights as are prescribed by article 2 for a steam vessel under way, with the exception of the white lights mentioned therein, which they shall never carry.

Article 6. Whenever, as in the case of small vessels under way during bad weather, the green and red side-lights cannot be fixed, these lights shall be kept at hand lighted and ready for use; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than 2 points abaft the beam on their respective sides.

To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the light they respectively contain, and shall be provided with proper screens.

Article 7. Steam vessels of less than 40, and vessels under oars or sails of less than 20 tons gross tonnage respectively, and rowing boats, when under way, shall not be obliged to carry lights mentioned in article 2 (a), (b) and (c), but if they do not carry them, they shall be provided with the following lights:—

1. Steam vessels of less than 40 tons shall carry:—

(a) In the forepart of the vessel, or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not less than 9 feet, a bright white light, constructed and fixed as prescribed in article 2 (a), and of such a character as to be visible at a distance of at least 2 miles.

Green and red side-lights constructed and fixed as prescribed in article 2 (b) and (c), and of such a character as to be visible at a distance of at least one mile, or a combined lantern showing a green light and a red light from right ahead to 2 points abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light.

2. Small steamboats, such as are carried by sea-going vessels, may carry the white light at a less height than 9 feet above the gunwale, but it shall be carried above the combined lantern, mentioned in subdivision 1 (b).

3. Vessels under oars or sails, of less than 20 tons, shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of or to the other vessels, shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

4. Rowing boats, whether under oars or sails, shall have ready at hand a lantern showing a white light, which shall be temporarily exhibited in sufficient time to prevent collision.

The vessels referred to in this article shall not be obliged to carry the lights prescribed by article 4 (a) and article 11, last paragraph.

Article 8. Pilot vessels, when engaged on their station on pilotage duty, shall not show the lights required for other vessels, but shall carry a white light at the masthead, visible all round the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed 15 minutes. On the near approach of or to other vessels they shall have their side-lights lighted, ready for use, and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.

A pilot vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board, may show a white light instead of carrying it at the masthead, and may, instead of the coloured lights above mentioned, have at hand ready for use a lantern with a green glass on one side and a red glass on the other, to be used as prescribed above.

Pilot vessels when not engaged on their station on pilotage duty, shall carry lights similar to those of other vessels of their tonnage.

Article 9.<sup>1</sup> . . . . .

Article 10. A vessel which is being overtaken by another shall show from her stern to such last mentioned vessel a white light or a flare-up light.

The white light required to be shown by this article may be fixed and carried in a lantern, but in such case the lantern shall be so constructed, fitted and screened that it shall throw an unbroken light over an arc of the horizon of 12 points of the compass, viz., for 6 points from right aft on each side of the vessel so as to be visible at a distance of at least one mile. Such light shall be carried as nearly as practicable on the same level as the side-lights.

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<sup>1</sup> Amended by Order in Council of June 28, 1909 (see p. 18).

Article 11. A vessel under 150 feet in length, when at anchor, shall carry forward where it can best be seen, but at a height not exceeding 20 feet above the hull, a white light in a lantern so constructed as to show a clear, uniform and unbroken light visible all round the horizon at a distance of at least one mile.

A vessel of 150 feet or upwards in length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than 20 and not exceeding 40 feet above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall not be less than 15 feet lower than the forward light, another such light.

The length of a vessel shall be deemed to be the length appearing on her certificate of registry.

A vessel aground in or near a fairway shall carry the above light or lights, and the two red lights prescribed by article 4 (a).

Article 12. Every vessel may, if necessary, in order to attract attention, in addition to the lights which she is by these rules required to carry, show a flare-up or use any detonating signals that cannot be mistaken for a distress signal.

Article 13. Nothing in these rules shall interfere with the operation of any special rules made by the government of any nation with respect to additional station and signal lights for two or more ships of war or for vessels sailing under convoy, or with the exhibition or recognition signals adopted by ship-owners, which have been authorized by their respective governments and duly registered and published.

Article 14. A steam vessel proceeding under sail only, but having her funnel up, shall carry in day time forward, where it can best be seen, one black ball or shape 2 feet in diameter.



## SOUND SIGNALS FOR FOG, ETC.

Article 15. All signals prescribed by this article for vessels under way shall be given:

1. By "steam vessel," on the whistle or siren.

2. By "sailing vessels and vessels towed," on the fog horn.

The words "prolonged blast" used in this article shall mean a blast of from 4 to 6 seconds duration.

A steam vessel shall be provided with an efficient whistle or siren, sounded by steam or some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog horn, to be sounded by mechanical means, and also with an efficient bell. A sailing vessel of 20 tons gross tonnage or upwards shall be provided with a similar fog horn and bell. In fog, mist, falling snow, or heavy rain storms, whether by day or night, the signals described in this article shall be used as follows:—

(a) A steam vessel having way upon her shall sound, at intervals of not more than 2 minutes, a prolonged blast.

(b) A steam vessel under way, but stopped and having no way upon her, shall sound at intervals of not more than 2 minutes, two prolonged blasts, with an interval of about one second between them.

(c) A sailing vessel under way shall sound, at intervals of not more than one minute, when on the starboard tack, one blast, when on the port tack, two blasts in succession, and when with the wind abaft the beam, three blasts in succession.

(d) A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about 5 seconds.

(e) A vessel when towing, a vessel employed in laying or in picking up a telegraph cable, and a vessel under way, which is unable to get out of the way of an approaching

el through being not under command, or unable to œuvre as required by these rules, shall, instead of the als prescribed in subdivisions (a) and (c) of this article, intervals of not more than 2 minutes, sound three blasts accession, viz., one prolonged blast, followed by two short s. A vessel towed may give this signal and she shall 1. give any other.

sailing vessels and boats of less than 20 tons gross tonnage shall not be obliged to give the above mentioned signals, but if they do not, they shall make some other efficient sound-signal at intervals of not more than one minute.

#### SPEED OF SHIPS TO BE MODERATE IN FOG, ETC.

Article 16. Every vessel shall, in a fog, mist, falling snow, or heavy rain storms, go at a moderate speed, having careful regard to the existing circumstances and conditions.

A steam vessel hearing, apparently forward of her beam, the fog-signal of a vessel, the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

## STEERING AND SAILING RULES

### PRELIMINARY—RISK OF COLLISION

Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk shall be deemed to exist.

Article 17. When two sailing vessels are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, viz:—

(a) A vessel which is running free shall keep out of the way of a vessel which is close hauled.

(b) A vessel which is close hauled on the port tack shall keep out of the way of a vessel which is close hauled on the starboard tack.

(c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.

(d) When both are running free, with the wind on the same side, the vessel which is to the windward shall keep out of the way of the vessel which is to leeward.

(e) A vessel which has the wind aft shall keep out of the way of the other vessel.

Article 18. When two steam vessels are meeting end on, or nearly end on, so as to involve risks of collision, each shall alter her course to starboard so that each may pass on the port side of the other.

This article only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other.

The only cases to which it does apply are when each of the two vessels is end on, or nearly end on, to the other, in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each vessel is in such a position as to see both the side-lights of the other.

It does not apply, by day to cases in which a vessel sees another ahead crossing her own course; or by night, to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light is seen ahead, or where both green and red lights are seen anywhere but ahead.

Article 19. When two steam vessels are crossing so as to involve risk of collision, the vessel which has the other on her starboard side shall keep out of the way of the other.

Article 20. When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel.

Article 21. Where by any of these rules one or two vessels is to keep out of the way, the other shall keep her course and speed.

NOTE.—When, in consequence of thick weather or other causes, such vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision.

(See articles 27 and 29.)

Article 22. Every vessel which is directed by these rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

Article 23. Every steam vessel which is directed by these rules to keep out of the way of another vessel, shall, on approaching her, if necessary, slacken her speed or stop or reverse.

Article 24. Notwithstanding anything contained in these rules every vessel overtaking any other, shall keep out of the way of the overtaken vessel.

Every vessel coming up with another vessel from any direction more than 2 points abaft her beam, i.e., in such a position, in reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's side-lights, shall be deemed to be an overtaking vessel, and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the



duty of keeping clear of the overtaken vessel until she is finally past and clear.

As by day the overtaking vessel cannot always know with certainty whether she is forward of or abaft this direction from the other vessel, she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

Article 25. In narrow channels every steam vessel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

Article 26. Sailing vessels under way shall keep out of the way of sailing vessels or boats fishing with nets, or lines, or trawls. This rule shall not give to any vessel or boat engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels or boats.

Article 27. In obeying and construing these rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

#### SOUND SIGNALS FOR VESSELS IN SIGHT OF ONE ANOTHER

Article 28. The word "short blast" used in this article shall mean a blast of about one second's duration.

When vessels are in sight of one another, a steam vessel under way, in taking any course authorized or required by these rules, shall indicate that course by the following signals on her whistle or siren, viz:—

One short blast to mean: "I am directing my course to starboard."

Two short blasts to mean: "I am directing my course to port."

Three short blasts to mean: "My engines are going full speed astern."

NO VESSEL UNDER ANY CIRCUMSTANCES TO NEGLECT PROPER  
PRECAUTIONS

Article 29. Nothing in these rules shall exonerate any vessel, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

RESERVATION OF RULES FOR HARBOURS AND INLAND NAVIGATION

Article 30. Nothing in these rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbour, river or inland waters.

DISTRESS SIGNALS

Article 31. When a vessel is in distress and requires assistance from other vessels or from the shore, the following shall be the signal to be used or displayed by her, either together or separately, viz:—

In the daytime—

1. A gun or other explosive signal fired at intervals of about a minute;
  2. The International Code signal of distress indicated by NC;
  3. The distant signal, consisting of a square flag, having either above or below it a ball or anything resembling a ball;
  4. A continuous sounding with any fog-signal apparatus.
- At night—

1. A gun or other explosive signal fired at intervals of about a minute;

2. Flames on the vessel (as from a burning tar-barrel, oil-barrel, etc.);

3. Rockets or shells, throwing stars of any colour or description, fired one at a time, at short intervals;

4. A continuous sounding with any fog-signal apparatus.

#### RAFTS AND HARBOURS OF SOREL

Article 32. Rafts, while drifting or at anchor on any of the waters of Canada, shall have a bright fire kept burning on them from sunset to sunrise. Whenever any raft is going in the same direction as another which is ahead, the one shall be so navigated as not to come within 20 yards of the other, and every vessel meeting or overtaking a raft shall keep out of the way thereof.

Rafts shall be so navigated and anchored as not to cause any unnecessary impediment or obstruction to vessels navigating the same waters.

Article 33. Unless it is otherwise directed by the Harbour Commissioners of Montreal, ships and vessels entering or leaving the harbour of Sorel shall take the port side, anything in the preceding articles to the contrary notwithstanding.

Article 34. The rules of navigation contained in articles 32 and 33 shall be subject to the provisions contained in articles 27 and 29.

JOHN J. MCGEE,  
*Clerk of the Privy Council.*

## AT THE GOVERNMENT HOUSE AT OTTAWA

MONDAY, the 28th day of June, 1909.

## PRESENT:

HIS EXCELLENCY THE ADMINISTRATOR IN  
COUNCIL

Whereas by an order of His Majesty in Council dated the 4th day of April, 1906, His Majesty was pleased to amend article 9, regarding lights and signals of fishing vessels and boats, of the regulations for the prevention of collisions at sea and as to signals of distress;

And whereas, it is desirable that such provisions of the said article 9 as are applicable should be incorporated in the regulations for preventing collisions in Canadian waters:

Therefore His Excellency in Council is pleased, under the provisions of Part XIV of the Canada Shipping Act, chapter 113, Revised Statutes of Canada, 1906, to order and direct that article number 9 of the regulations for preventing collisions, as established by Order in Council of the 9th day of February, 1897, shall be and the same is hereby rescinded, and the annexed article number 9, containing those provisions of the Imperial regulations in that regard as are applicable to Canadian waters, substituted therefor;

And His Excellency in Council is further pleased to order and declare, with a view to removing any doubt as to the waters in which the regulations for preventing collisions and as to signals of distress, annexed to the Order in Council of the 9th February, 1897, and as herein amended are in operation, that the said regulations shall apply to all the navigable waters within Canada or within the jurisdiction of the Parliament thereof, except the waters of lakes Superior



and Huron. Georgian bay, lakes Erie and Ontario, their connecting and tributary waters, and the St. Lawrence river as far east as the lower exit of the Lachine canal and the Victoria bridge at Montreal.

RODOLPHE BOUDREAU,  
*Clerk of the Privy Council.*

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## REGULATIONS FOR PREVENTING COLLISIONS OF SHIPS

Article 9. Fishing vessels and fishing boats, when under way and when not required by this article to carry or show the lights hereinafter specified, shall carry or show the lights prescribed for vessels of their tonnage under way.

(a) Open boats, by which it is to be understood boats not protected from the entry of sea water by means of a continuous deck, when engaged in any fishing at night with outlying tackle extending not more than 150 feet horizontally from the boat into the seaway, shall carry one all-round white light.

Open boats when fishing at night, with outlying tackle extending more than 150 feet horizontally from the boat into the seaway, shall carry one all-round white light, and in addition, on approaching or being approached by other vessels, shall show a second white light at least 3 feet below the first light and at a horizontal distance of at least 5 feet away from it in the direction in which the outlying tackle is attached.

(b) Vessels and boats, except open boats as defined in subdivision (a); when fishing with drift-nets, shall, so long as the nets are wholly or partly in the water, carry two white lights where they can best be seen. Such lights shall be

placed so that the vertical distance between them shall be not less than 6 feet and not more than 15 feet, and so that the horizontal distance between them, measured in a line with the keel, shall be not less than 5 feet and not more than 10 feet. The lower of these two lights shall be in the direction of the nets, and both of them shall be of such a character as to show all round the horizon, and to be visible at a distance of not less than 3 miles.

(c) Vessels and boats, except open boats as defined in subdivision (a), when line-fishing with their lines out and attached to or hauling their lines, and when not at anchor or stationary, within the meaning of subdivision (g), shall carry the same lights as vessels fishing with drift-nets. When shooting lines or fishing with towing lines, they shall carry the lights prescribed for a steam or sailing vessel under way, respectively.

(d) Oyster dredges and other vessels fishing with dredge nets shall—

1. If steam vessels, carry in the same position as the white light mentioned in article 2 (a), a tri-coloured lantern so constructed and fixed as to show a white light from right ahead to 2 points on each bow, and a green light and a red light over an arc of the horizon from 2 points on each bow to 2 points abaft the beam on the starboard and port sides, respectively; and not less than 6 nor more than 12 feet below the tri-coloured lantern a white light in a lantern, so constructed as to show a clear, uniform and unbroken light all round the horizon.

2. If sailing vessels, shall carry a white light in a lantern, so constructed as to show a clear, uniform and unbroken light all round the horizon, and shall also, on the approach of or to other vessels, show where it can best be seen a white flare-up light or torch in sufficient time to prevent collision.

All lights mentioned in subdivision (d) 1 and 2 shall be visible at a distance of at least 2 miles.

(e) Fishing vessels and fishing boats may at any time use a flare-up light in addition to the lights which they are by this article required to carry and show, and they may also use working lights.

(f) Every fishing vessel and every fishing boat under 150 feet in length, when at anchor, shall exhibit a white light visible all round the horizon at a distance of at least one mile.

Every fishing vessel of 150 feet in length or upwards when at anchor, shall exhibit a white light visible all round the horizon at a distance of at least one mile, and shall exhibit a second light as provided for vessels of such length by article 11.

Should any such vessel, whether under 150 feet in length or of 150 feet in length or upwards, be attached to a net or other fishing gear, she shall on the approach of other vessels show an additional white light at least 3 feet below the anchor light, and at a horizontal distance of at least 5 feet away from it in the direction of the net or gear.

(g) If a vessel or boat when fishing becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall in daytime haul down the day signal required by subdivision (i); at night show the light or lights prescribed for a vessel at anchor, and during fog, mist, falling snow, or heavy rain storms, make the signal prescribed for a vessel at anchor. (See the last paragraph of article 15.)

(h) In fog, mist, falling snow, or heavy rain storms, drift-net vessels attached to their nets, and vessels when dredging, or when line-fishing with their lines out, shall, if of 20 tons gross tonnage or upwards, respectively, at intervals of not more than one minute, make a blast; if steam vessels, with the whistle or siren, and if sailing vessels, with the fog-horn; each blast to be followed by ringing the bell. Fishing vessels

and boats of less than 20 tons gross tonnage shall not be obliged to give the above-mentioned signals; but if they do not, they shall make some other efficient sound signal at intervals of not more than one minute.

(i) All vessels or boats fishing with nets or lines, when under way, shall in daytime indicate their occupation to an approaching vessel by displaying a basket or other efficient signal where it can best be seen. If vessels or boats at anchor have their gear out, they shall, on the approach of other vessels, show the same signal on the side on which those vessels can pass.

The vessels required by this article to carry or show the lights hereinbefore specified shall not be obliged to carry the lights prescribed by article 4 (a), and the last paragraph of article 11.















